Lloyd's Register

Rules and Regulations for the Classification of Inland Waterways Ships, November 2008

Notice No. 1

Effective Date of Latest Amendments:

See page 1

Issue date: February 2009

RULES AND REGULATIONS FOR THE CLASSIFICATION OF INLAND WATERWAYS SHIPS,

November 2008

Notice No. 1

This Notice contains amendments within the following Sections of the *Rules and Regulations for the Classification of Inland Waterways Ships, November 2008.* The amendments are effective on the dates shown:

Part	***Chapter***	***Section***	***Effective date***
1	2	1, 3	1 March 2009
1	3	1	1 March 2009
3	5	3	Corrigendum
3	6	5	Corrigendum
4	8	7	Corrigendum
5	1	4	Corrigendum
5	3	3	Corrigenda
5	10	5	Corrigendum
5	11	6	Corrigendum
5	12	10	Corrigendum
5	13	4	Corrigendum
5	16	3	Corrigenda
6	2	2	Corrigendum

The *Rules for Inland Waterways* are to be read in conjunction with this Notice No. 1.
The status of the Rules is now:

Rules for Inland Waterways	Effective date: November 2008
Notice No. 1	Effective date: 1 March 2008

Part 1, Chapter 2
Classification Regulations

Effective date 1 March 2009

■ *Section 1*
Conditions for classification

1.1 General

1.1.5 Any damage, defect, breakdown or grounding, which could invalidate the conditions for which a class has been assigned, is to be reported to LR without delay. Any detention or arrest is also to be reported to LR without delay.

■ *Section 3*
Surveys – General

3.5 Existing ships – Periodical Surveys

3.5.16 Where the Committee has agreed to an Owner's request to assign the notation 'laid-up', the ship may be retained in class provided a satisfactory general examination of the hull and machinery is carried out at the Annual Survey /Intermediate Survey due date and in addition an Underwater Examination (UWE) is carried out at the Special Survey due date. The general examination may be carried out within three months before or after the Annual Survey/Intermediate Survey due date.

Part 1, Chapter 3
Periodical Survey Regulations

Effective date 1 March 2009

■ *Section 1*
General

1.1 Frequency of surveys

1.1.3 For ships assigned the notation 'laid-up', in order to maintain the ship in class a general examination of the hull and machinery is to be carried out in lieu of the Annual Survey/Intermediate Survey and in addition an Underwater Examination (UWE) is to be carried out in lieu of the Special Survey.

Part 3, Chapter 5
Fore End and Aft End Structure

CORRIGENDUM

■ *Section 3*
Bottom structure

3.2 Girders

Table 5.3.2 Double bottom construction forward and aft (*Part only shown*)

Item	Parameter	Requirements
Longitudinal framing system		
(8) Plate floors	Thickness	$t = 0{,}009d_f + 1$ mm
~~(6)~~ (9) Tanktop longitudinal	Modulus	$Z = 5{,}5 \times s \times h \times l_e^2 + 1{,}5 + 0{,}05L$ cm^3

Part 3, Chapter 6
Machinery Spaces

CORRIGENDUM

■ *Section 5*
Engine seatings

5.4 Seats for boilers

5.4.1 Boiler bearers are to be of substantial construction and efficiently supported by the ship's structure~~, see also Pt 5, Ch 8,2~~.

Part 4, Chapter 8
Tugs, Pusher Tugs and Launches

CORRIGENDUM

■ *Section 7*
Direct calculation procedures

7.2 Permissible stresses

Table ~~6.7.1~~ 8.7.1 Maximum permissible stresses in local members in bottom and deck, in N/mm^2 (kgf/mm^2)

Part 5, Chapter 1
General Requirements for the Design and Construction of Machinery

CORRIGENDUM

■ *Section 4*
Machinery room arrangements

4.5 Means of escape

4.5.1 For means of escape from machinery spaces, *see* Pt 3, Ch 6,7.1 ~~and Pt 6, Ch 3,8.1.5~~.

Part 5, Chapter 3
Gearing

CORRIGENDA

■ *Section 3*
Design

3.3 Tooth loading factors

(*Part only shown*)

3.3.5 Transverse load distribution factors, $K_{H\alpha}$ and $K_{F\alpha}$

$K_{H\alpha} = K_{F\alpha} \geq 1,00$

where

~~ε_γ~~ $\varepsilon_\gamma \leq 2$

$$K_{H\alpha} = \frac{\varepsilon_\gamma}{2}\left\{0,9 + \frac{0,4C_\gamma (f_{pb} - y_\alpha)\, b}{F_t K_A K_\gamma K_v K_{H\beta}}\right\}$$

where

~~ε_γ~~ $\varepsilon_\gamma > 2$

$$K_{H\alpha} = 0,9 + 0,4\sqrt{\frac{2(\varepsilon_\gamma - 1)}{\varepsilon_\gamma}}\left\{\frac{C_\gamma (f_{pb} - y_\alpha)\, b}{F_t K_A K_\gamma K_v K_{H\beta}}\right\}, \text{ but}$$

Part 5, Chapter 10
Piping Design Requirements

CORRIGENDUM

■ *Section 5*
Plastics pipes

5.7 Installation and construction

5.7.8 Where piping systems are arranged to pass through watertight bulkheads or decks, provision is to be made for maintaining the integrity of the bulkhead or deck by means of metallic bulkhead, or deck pieces. The bulkhead pieces are to be of substantial construction and suitably protected against corrosion and so constructed to be of a strength equivalent to the intact bulkhead; attention is drawn to 5.7.1, *see also* Pt 5, Ch 11,2.4.1. Details of the arrangements are to be submitted for approval. ~~*See also* Pt 6, Ch 3,9.~~

Part 5, Chapter 11
Ship Piping Systems

CORRIGENDUM

■ *Section 6*
Pumps on bilge service and their connections

6.2 General service pumps

6.2.1 The bilge pumps required by 6.1, may also be used for ballast, fire or general service duties of an intermittent nature, but they are to be immediately available for bilge duty when required. ~~For use of bilge pumps for fire extinguishing duties, see Pt 6, Ch 3,4.~~

Part 5, Chapter 12
Machinery Piping Systems

CORRIGENDUM

■ *Section 10*
Low pressure compressed air systems

10.5 Pneumatic remote control valves

~~*10.5.6*~~ *10.5.5* The pneumatic pilot pipes running through the machinery space to the relevant control mechanism of the valves are to be of steel.

Part 5, Chapter 13
Piping Systems for Ships Intended for the Carriage of Liquids in Bulk

CORRIGENDUM

■ *Section 4*
Cargo tanks for Type G tankers

4.4 Allowable stresses

4.4.1 For independent tanks the maximum allowable membrane stress to be used in the calculation according to ~~4.2.1.1~~ 4.2.1(a) will be specially considered.

Part 5, Chapter 16
Azimuth Thrusters

CORRIGENDA

■ *Section 3*
Construction and design

3.2 Design

Table 16.3.1 Material factor

σ_o	$k_o/k_b/k_s$
For $\sigma_o > 235$	$\left(\frac{235}{\sigma_o}\right)^{0,75}$
For $\sigma_o \leq 235$	$\left(\frac{235}{\sigma_o}\right)$
Symbols	
σ_o = minimum yield stress in N/mm^2 k_o = higher steel correction factor k_b = coupling bolt material factor k_s = rudderstock or steering pipe flange material factor	
NOTES 1. σ_o is to be taken not greater than 70 % of the ultimate tensile strength or 450 N/mm^2, whichever is the lesser. 2. For bolts, σ_o may be taken not greater than 70 ~~per cent~~ % ~~ehever~~ whichever is the lesser.	

Part 6, Chapter 2
Electrical Engineering

CORRIGENDA

■ *Section 2*
System design – General

2.14 Communications

2.14.1 For the requirements of the provision of a communication system on board passenger ships, *see* ~~9.4.4,~~ 17.5 and 17.6.

Section numbering in brackets reflects any Section renumbering necessitated by any of the Notices that update the current version of the Rules for Inland Waterways Ships.

Part 3, Chapter 12

Table 12.5.2 *Reference* 6.6.4 *now reads* 5.6.4.
Reference 6.2.1 *now reads* 5.2.1.

Part 4, Chapter 1

Table 1.11.1 *Reference* Fig. 10.11.3 *now reads* Fig. 1.11.3 *(Two instances)*.

Part 4, Chapter 5

5.1.1 *Reference* Ch 5,3 *now reads* Ch 6,3.

Part 4, Chapter 8

7.2.1 *Reference* Table 6.7.1 *now reads* Table 8.7.1.
7.4.1 *Reference* Table 6.7.1 *now reads* Table 8.7.1.

Part 4, Chapter 9

8.1.2 *Reference* Ch 10,3. *now reads* Pt 3, Ch 10,3.7.

Part 5, Chapter 13

1.3.7 *Reference* Ch 6,1.5 *now reads* Pt 4, Ch 6,1.5.
5.2.4 *Reference* 4.2.5 *now reads* 5.2.5
Reference 4.2.17 *now reads* 5.2.17

Part 5, Chapter 14

3.4.3(a) *Reference* Fig. 11.2.1 in Chapter 11 *now reads* Ch 11,2.1.1.
3.4.4(a) *Reference* Fig. 11.2.1 in Chapter 11 *now reads* Ch 11,2.1.1.

Published by Lloyd's Register
Registered office
71 Fenchurch Street, London, EC3M 4BS
United Kingdom